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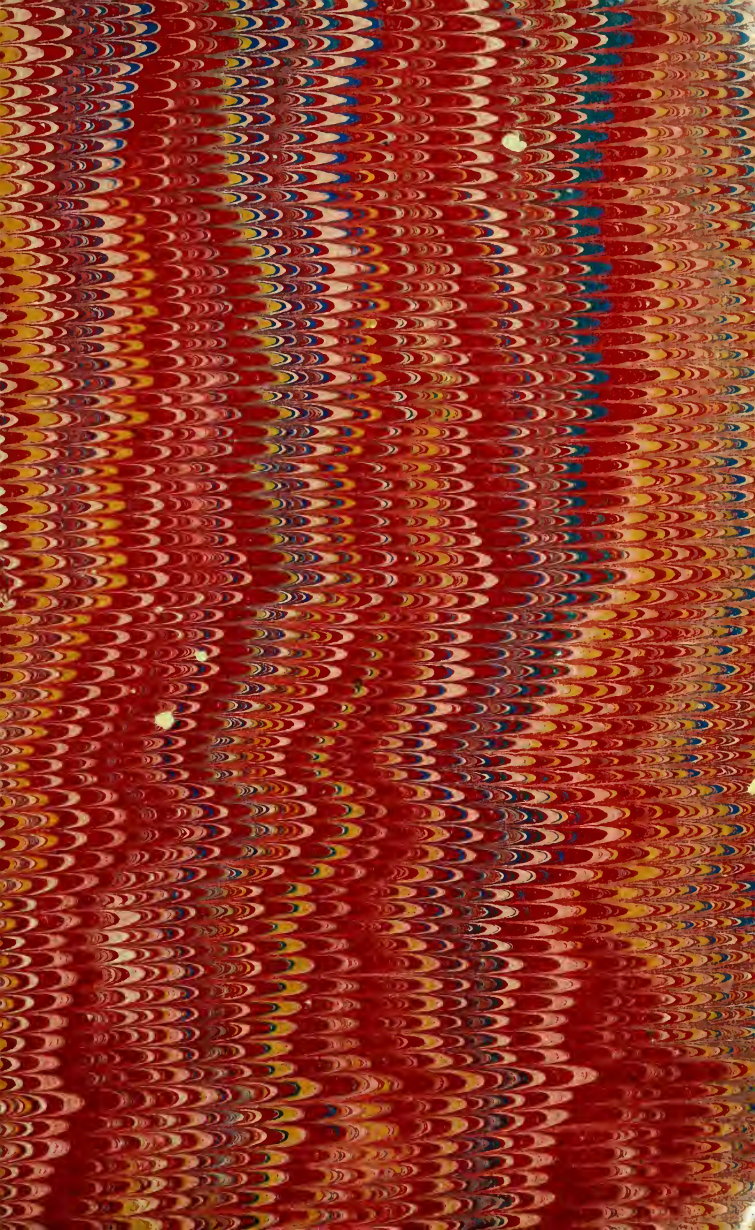
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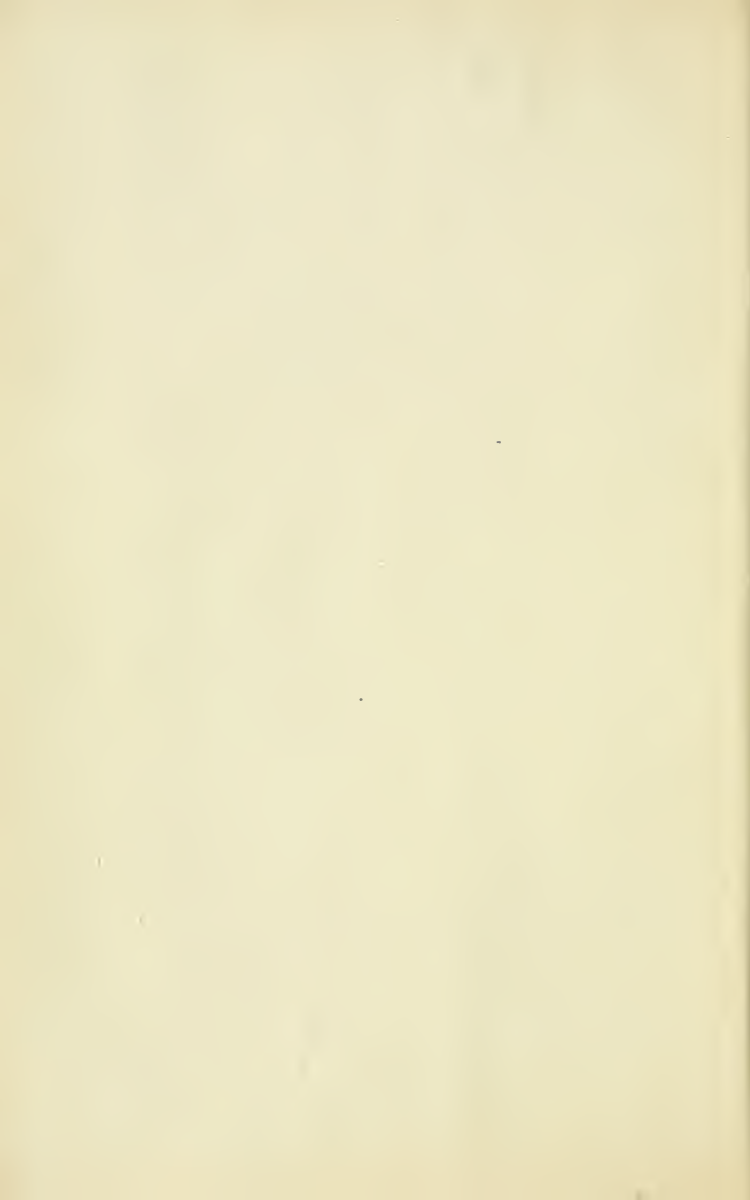
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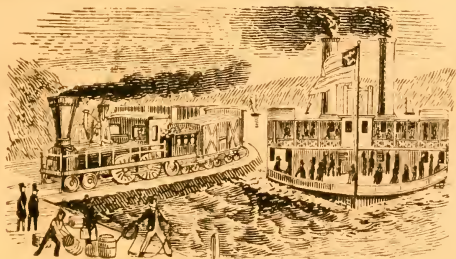
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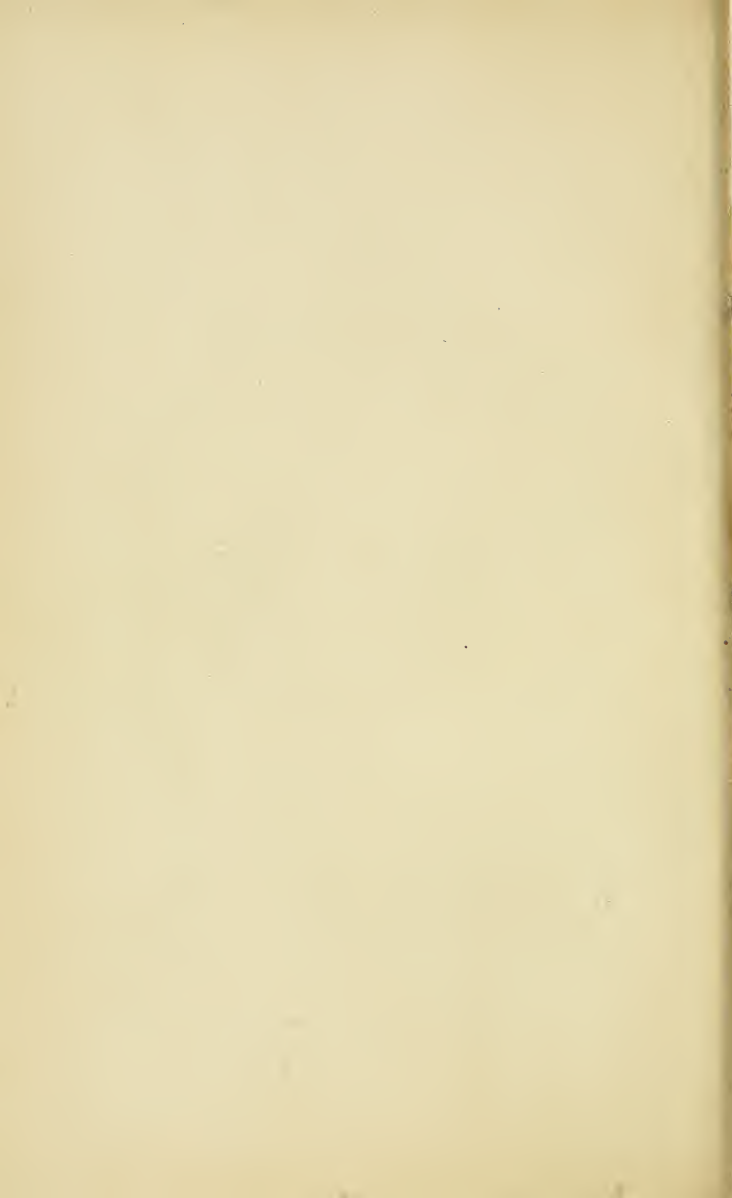




PLEASURE
RESORTS
in
WORCESTER
COUNTY.



PUBLISHED AND PRINTED BY
EDWARD R. FISKE,
WORCESTER, MASS.



PLEASURE RESORTS

— IN —

WORCESTER COUNTY,

— AND —

HOW TO REACH THEM,

By Edward R. Fiske

CONTAINING DESCRIPTIVE SKETCH OF LAKE QUINSIGAMOND
AND ITS ENVIRONS, WITH OTHER POPULAR PLACES
FOR THE SUMMER EXCURSIONIST.



WORCESTER: *Mason*

PUBLISHED AND PRINTED BY
EDWARD R. FISKE.

1877.

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WORCESTER. Aug. 6, 1877.



WORCESTER COUNTY.

WORCESTER County, with its area of fifteen hundred square miles, and a pleasant and picturesque location in the center of the Old Bay State, bows to the public, and humbly presents its chief points of interest and attractions for the summer tourist within its boundaries. The sturdy old County which geographers have seen fit to describe as of "pleasantly broken, undulating and varied surface, containing curious and interesting mineral formations and a rich and varied flora, with a high state of civilization and intelligence stamped on its settlements and inhabitants," need not be bashful in extending invitations to its summer resorts to those who would have a day's, a week's, or a season's rest and recreation. Mindful of Saratoga *bon ton*, Long Branch cottages, Watch Hill sand, Newport surf and White Mountain breezes, whose praises are sung by many and whose enjoyment few pocket books allow, Worcester County would grant to each and all of the "fashionable resorts," and to "those who make no pretense" as well, a full meed of praise; but with an honest pride and an honest conviction, like that of the trader, who

had the best in the market at reasonable prices, it now for the first time "pipes its own song." It asks those "to the manor born" to listen, and extends a like invitation to all who live a season in the country by the shores of the grandest inland lakes, or on the slopes of the pleasant uplands and mountains.

IN INTRODUCTION

it may be said that Worcester County, the largest in Massachusetts, extends from the Granite State on the north, to Little Rhody and the Land of Wooden Nutmegs on the south, with Middlesex and Norfolk counties for its eastern boundaries, and Hampden, Hampshire and Franklin counties for its western barriers. Incorporated in 1731, the county now numbers some two hundred thousand inhabitants, collected in two cities and fifty-eight towns. The county with its shire town, the city of Worcester, being early dubbed "The Heart of the Commonwealth," has ever pulsated so vigorously in all things enterprising and patriotic as to contribute no little to the healthy growth and high rank of the stately body, and much of an interesting historical nature clusters around the different spots in the county, whose name for the Indian times signified a war-castle against the Aborigines,—whose love of freedom marched one of the first companies to the defence of Boston in Revolutionary times,—whose genius and skill in arts of peace has been the pass-word of Worcester County to all States and all nations,—whose statesmanship has never been absent from the front seats in the halls of legislation, and whose loyalty was quick to respond to the Union's call in April, 1861. As "The Heart," Worcester is connected with the outside state, and thus with the country, by a

network of railways, and no tedious journeys in cumbrous coaches are necessary for the pic-nic party or the family which visits the

SUMMER RESORTS IN WORCESTER.

Easy and immediate as is the communication throughout Worcester County, routes of travel and detailed descriptions of resorts are left for succeeding pages, while now is just enumerated the locations already recognized and patronized by the summer excursionists and summer boarders. Beginning in the center, Worcester city boasts its Lake Quinsigamond, by no means unknown to fame, but widely introduced to the world by the many contests of college and professional oars which have taken place on the placid bosom of its waters, which no wind can sufficiently disturb to cause the postponement of a race. The favorite resort of pic-nic parties from the region around, the pleasant place for the annual gatherings and reunions, the location of summer hotels, where the inland clam bake rivals the shore dinner in its excellence, the site of several lake shore villages, where picturesque and handsome dwellings are fast springing up, the situation of a fine trotting park over which the steppers fly on numerous race-days during the season, the course on which floats the fleets of several local boat clubs, the waves which are cut by the prows of several fairy-like steamers,—Lake Quinsigamond with its environs presents a long series of summer resorts to the attractions of which the people, slow in awakening, are now actively turning their attention.

TRAVELING FROM SEA TO MOUNTAIN,

the far-famed Wachusett, rising to an altitude of 2,480

feet, in the pleasant town of Princeton, reminds us that in Worcester County there is to be found all the advantages of a summer at the mountains, then there is the quiet town of ancient Paxton with its lofty Asnebumsket Hill, the summer camping ground of many tourists. There are also the pleasant towns of Barre and Hubbardston, each with fine hotels and private boarding houses for the accommodation of summer guests, each noted for fine scenery and attractive drives. Away north in Gardner is Crystal Lake of late years made a most delightful excursion ground. Coldbrook Springs has a pleasant location in which to while away the sultry summer, and, in addition, medicinal properties in its mineral springs. Sterling is annually the camp meeting ground of the Methodists of Massachusetts, with some of the denomination from other states, and in the pleasant groves many find a home in the fairy-like cottages for a good portion of the summer. Lancaster, the oldest town in Worcester County, the resort of many families from the cities during the hot months, must not be overlooked, and so one could go on until every town in the county, even to rocky Sutton with its weird "Purgatory" had been enumerated, no one of which would be found wanting in summer boarders or in attractions to make their life pleasant. But the preceding will suffice in a general way, and now must follow some things to particularize each prominent resort in the county. Owing to the lateness of the present season, which necessitates hurrying to press this little volume, our descriptions must be brief, and, in some cases, imperfect, but they will serve as the basis upon which to enlarge in coming years, as the summer attractions of our old county are better understood and more inquired of.

LAKE QUINSIGAMOND.

LAKE QUINSIGAMOND lies along the eastern boundary of the city of Worcester, a beautiful sheet of water, in crescent form, extending from north to south some four miles in length; and with its varying breadth, bold banks, swelling into green hills and pleasant groves, it presents much the appearance of a noble river. On the surface of the lake are some dozen islands, scattered at different points along its extent and varying in area from a few rods to many acres. Some of these are of singular beauty, and with the banks of the lake, fashioned in nature's most artistic mould, and with the pure, limpid waters, combine to make Quinsigamond a gem of inland seas. It is this lake with its environs, of late years recognized and used as the location of pleasure resorts, of which we would speak, and in beginning would draw upon history for an introduction. Much, indeed all, connected with the birth of the frontier plantation, since grown into the populous city of Worcester, finds its location about the head-waters of Quinsigamond. Soon after the first settlement of Massachusetts, posts of civilization were pushed fast and far into the then western wilds, and about 1670, there was located

THE PLANTATION OF QUINSIGAMOND,

which long retained its original name, "borrowed from the beautiful sheet of water spreading in the neighborhood of

the settlement." The plantation was situated about midway on the road between Boston and Springfield and a day's journey from either place. Thus the few rude dwellings and the fort erected not far west of what is now known as the old stone bridge at the head of Quinsigamond Lake, were indeed a post on the outskirts of civilization, and early assumed an importance in the march of that civilization which was slowly and surely wresting the territory from savage dominion. The committee, which prospected and located the plantation, spoke of the site of some eight square miles as of "very good chestnut tree land," and in every way a convenient place for a settlement. But, while the plantation of Quinsigamond was being located and settled, the Aborigines, a tribe, whose name had given title to the lake, continued to hunt over the hilly banks and fish in the waters of Quinsigamond, looking askance at the inroads of the white man's civilization.

ON WIGWAM HILL,

that slightly eminence which rises on the west side of the lake and just north of what in later days has been christened "Regatta Point," the Indians were wont to congregate for their "talks" and their feasts and dances. It was doubtless in this region of Wigwam Hill that King Phillip met the natives of Quinsigamond, who were of the Nipmuck tribe, and by his subtlety and threatening enlisted them in his long and fierce war of extermination against the white settlers. The force of this war at length fell in all its fury upon the plantation, of Quinsigamond, and after a brave resistance of days, the planters fled from their buildings, which in December of 1675, the Indians destroyed, and Lake Quinsigamond again was held in unquestioned sway

by the savage. In 1677, peace having been re-established, a second settlement in the plantation of Quinsigamond was begun, a deed to the territory having been executed and delivered to the planters by the Sagamores of the tribe of Nipmucks. The plantation of Quinsigamond grew, and extending its settlement to the west and south, further from the waters of Quinsigamond, ere long became incorporated as the town of Worcester, and later as the city of the same name. Thus Lake Quinsigamond, the neighborhood of stirring scenes in the history of Worcester frontiership, was left quiet and undisturbed

IN ITS NATURAL BEAUTY.

The old turnpike from Boston to Worcester for years ran by the head of the lake, and the residents fished with the best of luck in their "Long Pond," as the lake was soon christened in terms of a more puritanic sound than Quinsigamond. Our forefathers, struck with an idea of rapid transit, in later years sought a more direct and shorter route from "The heart of the Commonwealth" to the "Hub of the Universe," and the towns lying intermediate. A new road was cut some mile or more to the south of the old turnpike and it intersected "Long Pond" just about in the center of its length. To cross the pond a pontoon or floating bridge was constructed, and most of the present generation will remember the crazy looking flotilla with a swaying motion quite likely to produce sea-sickness, which for many a year was the pathway across the pond by the much traveled highway to tide water and the metropolis of the state. The traveler on the line of daily coaches as he crossed this floating bridge, or the sojourner in these parts as his pleasure drive took him across the pontoon, whose

timbers were weather beaten and smoothly washed by the miniature waves of the pond, was struck with the beauty of Worcester's "Long Pond," and was likewise amazed that the thrifty, enterprising Worcesterians neglected the enjoyment which with little expense the handiwork of nature could afford them and their visitors. But still Lake Quinsigamond was suffered to waste its charms, glorying in compliments from foreigners who were free to express the wish that the beautiful lake was within their own clime, that its merits might be appreciated. It remained to the inhabitants as the good fishing ground of the region and was oftener visited on cloudy days, when fish are said to bite, than on the pleasant, sunshiny days, when hot, sultry, dusty summer in the city becomes cool, refreshing, cheerful weather in the shady groves and on the cool waters at Quinsigamond. The old pontoon at length became decrepit with age, and the tide of passage demanded a safer, more enduring pathway across the lake. For the wooden structure which for years had floated on the surface of the lake, and risen and fallen with the rise or fall of its waters,

A CAUSEWAY

was substituted. In 1860 teams began the work of filling in a road bed across the lake in the path where the old bridge had floated. The large, high banks of gravel, skirted the road on either side just west of the lake, were transferred to the water, and in 1861 a solid, wide and safe road was the passage across Lake Quinsigamond. By the construction of this causeway a neck of land had also been extended from it to the large and picturesque island which had risen from the water just south of the old bridge, and thus had added to the attractions of the lake a real, genuine

peninsula. The construction of the causeway seems to have turned public attention towards the beautiful sheet of water and its environs, and the college contests between the rival oars of Yale and Harvard, which about this time became of annual occurrence on the lake, gave Lake Quinsigamond an introduction to the public, which has been for the last fifteen years steadily extending itself, until now with a feeling of pride we present for wider distribution a notice of its charms. As the pioneer in the introduction of Lake Quinsigamond to the public, and as the first to begin the improvements of its natural attractions we may mention

J. J. COBURN,

who came into possession of large tracts of land on the west bank of the lake, south of the causeway. Some ten years ago he erected on the peninsula previously spoken of, a large and handsome hotel, with fine billiard hall, bar room and boat house in the rear. The construction of this house was really the first step towards affording the public with conveniences for the enjoyment of a season at the lake. The house was built on the knoll which rises from the center of the peninsula, and, as now viewed on the approach to the lake, presents the picturesque appearance of a stately mansion peeping out here and there from the regular rows of handsome trees which surround it and shade the drives and walks which are well laid out and well kept on the grounds. The house is two stories in height, with basement for culinary purposes, and somewhat of a mansard roof. On the four sides of the building, at each story, runs a broad and sightly veranda, and the interior appointments and furnishings of the hotel are in good keeping with those

of any summer hotel of first rank. For several years Mr. Coburn himself kept this hotel under the name of the

QUINSIGAMOND HOUSE,

and its apartments were usually well filled during the summer and especially during the regatta season with boarders. Here the college crews with their friends were in some years quartered and from the piazzas and lofty cupola, which surmounts the house, the practice of the crews was watched and their hard struggles on race-days viewed.

The hotel has in subsequent years been kept by Messrs Crockett & Tower, Messrs Clifford & Co., and has always been run as a first class house in all respects. The present season under the supervision of Mr. Coburn, the hotel, well remodelled and well sustained, is open to the public and is receiving its liberal share of patronage, many especially enjoying a day's pleasure away from the city. At the time of the construction of the hotel Mr. Coburn also erected a fine barn and spacious sheds near the causeway on the west shore of the lake, and the same up to the present afford the best of hostelry accommodations at the lake. Meeting with fair success in the above undertaking Mr. Coburn in the following years prepared for the use of the public the beautiful grove, which is on the west bank of the lake just opposite his hotel, and connected with the peninsula by a bridge. The underbrush was cleared away and seats, swings, flying horses, refreshment booths and dance pavilions soon converted Quinsigamond Grove, Coburn's Grove and Lincoln's Park, as it has been variously termed, into one of the pleasantest and most convenient pic-nic grounds in this vicinity. Now a short distance up from the grove, and at the junction of the boulevard and Shrewsbury road, is a refreshment saloon.

kept open the year round and connected with a fine bowling alley. The dummy railroad has its terminus at the entrance to Quinsigamond Grove, which the present season has been neatly fenced in and provided with a new and large pavilion and other conveniences, making it with the steamboat landing and the fleet of small boats at its water's edge, more than ever the attractive pic-nic ground. Having thus so well done his part towards making Lake Quinsigamond a place of pleasant resort during the summer, Mr. Coburn has for two or three years past, since the completion and operation of the dummy railroad and opening to travel of the boulevard, been much engaged in furthering the settlement of

LAKE VIEW.

Through the large extent of land, which by easy and pleasant grades rises from Quinsigamond Grove, back towards the west, the dummy railroad curves, covering a wide area, and avenues running from the south, parallel with the boulevard at the lake shore and intersecting with the Shrewsbury road, have been constructed and are now open to the public use, several having been accepted as thoroughfares by the city. Along these avenues and adjacent to the railroad, house lots numbering several thousands have been laid out by Mr. Coburn. Many lots have been disposed of and built upon and the twenty five or more buildings, which now form the settlement of Lake View afford some of the pleasantest suburban residences of Worcester. Most of the buildings are cottages, while others are two story houses. All are neatly finished and set in well cared for lots. Seven of these dwellings have been erected the present season and more are in contemplation

by Mr. Coburn. With its pleasant view overlooking the lake, its easy access and its freedom as well from the disagreeable noise and atmosphere of the city, Lake View offers to those of small means, the opportunity of acquiring a most delightful homestead.

THE EYRIE.

On the east bank of the lake and about a quarter of a mile below the causeway, is situated "The Eyrie," not unappropriately named one thinks, as he gazes from the surface of the lake upward some hundred feet, and catches a glimpse of a "perfect little love of a cottage," nestled on the summit of a high bluff in the midst of a fine growth of young trees. On the summit and slopes of this bluff are the twelve acres of lawn, garden, forest and grove which comprise the estate of THOMAS C. RICE. For several years Mr. Rice has in various ways added to the natural beauty and attractiveness of his site in preparing it for a public summering place and pic-nic resort. Two years ago, on the very summit of the bluff, he erected the Eyrie hotel, a light, airy and cheerful structure, of something of the Swiss style of architecture, which, with its thirteen apartments, each well finished and furnished, affords accommodations for a number of regular boarders during the season, and rest and refreshment for transient guests. About this pleasant cottage hotel the grounds are exquisitely laid out; rustic seats, rural walks, beds of flowers and picturesque designs adding to the natural charms. A fine, elevated pavilion stands just to the south of the hotel, and beneath the platform an eagle, as if the patron deity of the place,

sits on his perch and strides in his cage, calmly dignified and unconcerned at his surroundings. From the hotel a walk combining all of the rude grandeur of a forest pathway, winds down the bluff to the water's edge, where is the steamboat landing; a similar walk leads off from the hotel to the south and with a fine grapeery on its left, and a garden of superb cultivation on its right, winds through a pleasant grove to the

EYRIE GARDENS.

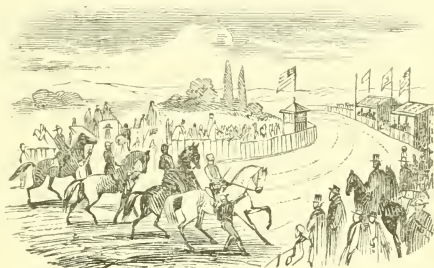
These gardens, situated on a bluff only a little less than that which is graced by the hotel, are especially designed for the pleasure of picnic parties. The center of the gardens is occupied by a large and very handsome pavilion, where the merry dance may be stepped, the palatable refreshments of Host Rice supped, or a quiet rest taken with a long stretch of Lake Quinsigamond with the rising land towards the city in front, the picturesque waters and surroundings of "Jordan Pond" in the rear, and the dense but pleasant forests on either side. On the Eyrie grounds are two small ponds, one with a fountain in its center and the other, the duck pond, rising and falling with the waters in the lake, although situated some twenty rods away from the larger body of water. A large and gaily painted windmill, which in its sweeping revolutions raises water from the lake to the hotel, is another attraction of the place. On the grounds there is also a fine driveway of some half a mile in length, which, extending through pleasant groves, leads to the Shrewsbury road, thus affording access to the Eyrie by a pleasant drive from the city, as well as by the dummy railroad and steamboat. The Eyrie bluff affords on three of its sides views of the lake, and on each of the three

sides slopes gradually down to the water's edge. This situation, with the commanding height of the location, gives by far the most extended and pleasant view of Lake Quinsigamond and its adjacent lands to be obtained from any one spot on the banks. The present season finds the Eyrie hotel taxed to accommodate the boarders who would rest a while in the eagle's nest, and also the rural retreat visited daily by private parties and excursions, sometimes numbering as many as three hundred carriages in a single day. The courteous and efficient proprietor, Mr. Rice, and his equally capable lady, are always prepared for parties, large or small, and always keeping this resort as they do orderly, cleanly and well supplied with the best the market affords, the Eyrie must continue to gain patrons and increase its merited popularity.

QUINSIGAMOND PARK.

Skipping now down the lake to the end of steamboat navigation on the south we arrive at Quinsigamond Park and Holden's Grove. The first named is on the east or Shrewsbury bank of the lake, and from the tip of the point, which projecting into the water forms a fine landing, extends back through a shady grove on a pleasant hillside several hundred feet. In the grove has been erected a small hotel and a dance platform, tables and seats for outdoor collations, swings, and much to make attractive a picnic ground. The Park is *the* place for clam bakes and chowders, which are served daily during the season and are said to really rival the shore dinner of a Rhode Island clam house. Quinsigamond Park is managed the present sea-

son by Mr. PAUL HENRY, with an able assistant for clam bakes in Mr. Dan. Moulton. The park has become a very popular resort for pic-nic parties, the pleasant terminus for a sail down the lake, the annual place of meeting for several associations, and the right jolly place for the moon-light hop. In connection with Quinsigamond Park, and as also under the management of Mr. Paul Henry, we should mention the



FULL MOON DRIVING PARK.

This old race course may be considered the original track in Worcester, as years and years ago it was the trotting park of this region. Falling into disuse it became almost forgotten until the present season, it was reclaimed by Mr. Henry and put in excellent condition. The track is a mile one, well made and quite fast. Stables have been erected at the park and conveniences for the public well looked to. The park is under the superintendance of an old horseman, and several "steppers" are boarding for the season and for training at the track. Already several successful race days have been held at the park, and sport at the Full Moon will form in the future no small attraction at Lake Quinsigamond.

OTHER RESORTS.

The public resorts at Lake Quinsigamond seem to have settled along the banks to the south of the causeway, and there remains several to be spoken of. Holden's Grove, at the extreme south of the lake and nearly opposite Quinsigamond Park, was one of the early and popular resorts, and continues to hold its claim on public favor under the good management of its proprietor, H. H. HOLDEN. The grove is as finely located as any spot on the lake, a bluff forming the shore line, which in its descent to the water is gradual and pleasant. At the grove is a hotel, dance platform, and all the attractions of a picnic ground. Holden's Grove is the favorite excursion ground of several local societies, and off its shores have been pulled many a lively little regatta. Coming further north, just at "The Narrows," is located

KING'S POINT,

a resort kept by L. D. KING, and the good place for a clam dinner or an afternoon's rest. The hotel at the point is well supplied with all things needful, and the grounds at the point are pleasantly arranged and well kept. Still further to the north and on the east bank, next to the causeway, and about opposite the Quinsigamond House is situated a new resort which the present season has introduced. It is called

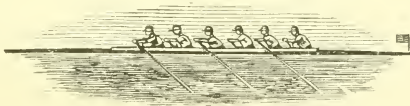
BIGELOW'S GROVE,

and the proprietor is H. H. BIGELOW, who early the present season, dedicated his grove by a very pleasant and largely attended gathering of the Bigelows in family reunions. The grove includes several acres of upland forest, which take an easy slope from the lake shore and command a fine view.

Though no building has yet been erected at the grove, it has been cleared and arranged as one of the prettiest pic-nic grounds at the lake, and as such is now commended to the public.

Thus, in brief and hasty review, we have sketched the more prominent and public resorts on the shores of Lake Quinsigamond. Many beautiful spots have been overlooked, as "The Bluffs" along the west shore to the south, "Regatta Point" on the same shore to the north, the wild region about "Coal-Mine Brook" on the east bank to the north, and the beautiful meadows on the opposite shore. The pleasant spots just north of the causeway and the region of the "Lake House," a favorite refreshment house of the traveler, at the north-east corner of the causeway, have been overlooked in a rapid survey, but what we have said should lead everyone to remember there is a Lake Quinsigamond in our midst which offers its home attractions and invites foreign competition as well.

BOATING AT THE LAKE.



Few sheets of water offer such excellent facilities for boating as does Lake Quinsigamond. Never badly ruffled by any winds which may blow, free from all obstructions, of good depth and width, varying from less than an eighth to a quarter of a mile, the lake, with the pleasant scenery

which on either bank meets the boatmen's eyes, has for years been the favorite place for pleasure boating. As has been mentioned, the college races gave the lake almost its first prominence, and until the year 1871, when the "straight away race" was adopted, a course for which, owing to the causeway could not be found at Quinsigamond, the crews of Yale and Harvard, with in some years representative from other colleges, the collegians' regatta was the chief sporting event of the season in Worcester. The course was from a point just north of the causeway one and one-half miles to the head of the lake and return. This course is acknowledged by professional boatmen as one of the best, if not the best turn course in the country. It was the favorite track for professional oarsmen while turn races were in vogue, and over it Walter Brown and Josh Ward, the famous Ward crews, and other professional oars have contended. With the introduction of so much English into our American boating, Lake Quinsigamond was found inadequate for the race course, and its fine course to the north of the causeway with the longer and equally good course on the south, was deserted by the collegians and professionals, and left to the local amateurs who with no and then a contest between noted scullists have continued to make boat races frequent and exciting over the waters of Quinsigamond. It has been often suggested, and at a time more urgently than the present season, that with the cutting away of a portion of the causeway and the erection of a wide span bridge, under which crews might pass their races, Lake Quinsigamond would afford a "straight away" course of great popularity, and would again command many, and, in time, the chief of the great boating contests in the country. Should such a change ever be

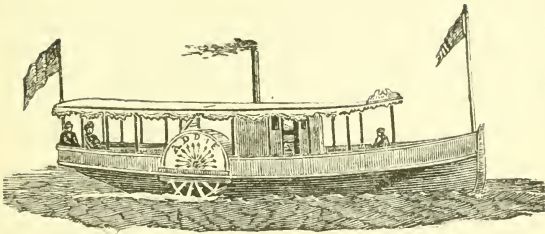
made it is understood that the colleges would gladly locate their races permanently at Quinsigamond.

THE QUINSIGAMOND BOAT CLUB,

is a flourishing local organization, which last season erected a very handsome and modern boat and club house of brick on the west shore of the lake, just north of the causeway. The club numbers among its members many of the most prominent young men in the city and with its fine fleet of race and pleasure boats, its regular practice days and frequent race days contribute much to the boating life and interest at the lake. There are on the lake also several boat crews and fine oarsmen whose muscle has been well tested in prominent contests. The graceful shells which there may be seen scudding over the water every day during the summer, adds beauty and attraction to the lake. Just at the steamboat landing Mr. Al. Coburn keeps his flotilla of pleasure boats for the accommodation of the public, and includes in his fleet craft some of the most improved and safest models. Farther to the south is the large boat-building establishment and aquatic training school of Mr. J. J. O'Leary, where is also kept a fine fleet of small boats for the accommodation of the public, and from which is annually turned out new and handsome crafts to grace the waters of the lake. Private parties to quite a number have their boats on the lake and several sail boats spread their canvass on breezy afternoons. Crafts designed especially for fishing are numerous, and the pout, pickerel, perch and bass, which are plenty in the lake, afford rare sport for the fisherman, while in the season the "lily pond," south of the old dam, yields abundantly of the fragrant water flowers. But boating at the lake seems to have successfully culminated in the line of

S. E. HARTHAN'S STEAMERS,

which ply about Quinsigamond. Miniature things of beauty and means of pleasure for the many. Steamboating on Worcester waters began in 1847, when for a brief season a small steam launch plied now and then about the lake. Several attempts in later years at steamboating were only indifferently successful and temporary, but in 1874 Mr. Harthan, taking advantage of the appreciation and popularity of Quinsigamond, which then was becoming manifest, placed on the waters his "Little Favorite," a small launch, and soon added his handsome and commodious side-wheeler, the "Addie." The success of the first season's steamboating was satisfactory to Mr. Harthan, and on the following summer he catered yet more extensively to those in this vicinity desiring to take a sea voyage at home. The present is the fourth season of Mr. Harthan's steamboat business on Quinsigamond, and the extent and success of his undertaking is attested by the liberal patronage of the public and the excellent and accommodating management of the proprietor. The boats of the Lake Quinsigamond line of steamers now number two, the "Little Favorite" having been disposed of to a private party, is still skipping over the waters, but no longer accommodates the public, though the lively little craft is viewed with much interest and admiration by visitors at the lake, as in contrast with the larger "Addie" and "Zephyr" it marks the real beginning and growth of navigation on our inland sea. A brief description of the steamers will be interesting.



“THE ADDIE”

is a “side-wheeler,” fifty-two feet long and sixteen wide over guards. It is furnished with a twenty-five horse power, two cylinder engine and vertical boiler, and easily and safely accommodates one hundred and seventy-five passengers, while as many as two hundred and over have been carried with no apparent danger or difficulty. The boat is tastily painted and prettily ornamented, and as it glides over the water presents a charming sight, and leaves a real “wake” which well imitates that of a sound or river boat. The “Zephyr” is a handsome steam launch which Mr. Harthan placed upon the lake the present season. In size it is thirty feet by eight, and well carries fifty passengers. Both boats are finished inside in ash and black walnut with silver trimmings, and in their appointments and finishing are more stable and elegant than the average craft of their like. The boats are of Mr. Harthan’s own make, and constructed with especial reference to the locality in which they were to be used. The officers and crews of the boats are courteous gentlemen well acquainted with and well suited to their business. With such fine steamers it might be expected that the lake would afford a fine course for their

voyages, and a trip on either the "Addie" or the "Zephyr" will not disappoint the expectation. The course of the boats, which gives us a pleasant sail of about five miles, may be described as follows, the beauty of the scenery and the pleasure of a lake voyage of course being imperfectly transcribed on paper.

A VOYAGE ON THE LAKE.

The steamboat landing is at the south-east corner of Quinsigamond Grove, or Lincoln Park as it is now more commonly called. Here a cute little wharf with pleasant seats under the shade of neighboring trees has been erected, and from this point at every hour during the pleasant summer days and moonlight evenings the captain's "all aboard" announces the "clearing" of one of the steamers. The landing is but a few steps from the terminus of the dummy railroad, and near the causeway, which terminates the pleasant drive by carriage to the lake from the city. It is also nearly opposite the Quinsigamond House and connected with it by the bridge previously alluded to. Steaming out from the landing, the steamers steer for the center of the lake, leaving the fleets of small boats on the starboard, Bigelow's Grove on the port and Lincoln Park, the Quinsigamond House and fine view over the causeway and up the lake to the north, at the stern. The first landing is at the "Eyrie," the attractive resort kept by Mr. T. C. Rice, and from the sightly piazzas and pavilions of the hotel and the Eyrie Gardens the arrival and departure of the steamers present a pretty picture. Down to King's Point the steamers glide and a second landing is made. Through the Narrows, with Sunset Bluff on the starboard, and pass

Ripple Bay and Strawberry, Fairy and Pine islands the steamers proceed, giving voyagers a view of natural scenery which is not a whit less exquisite on Quinsigamond than it would be on Lake George, and a third stop is made at the wharf at Quinsigamond Park and the entrance to the Full Moon Trotting Course. Steering south-west, the passengers have a fine view of the lower end of the lake and another landing is made at Holden's Grove. On the return trip the course steered gives the passengers a sight a trifle different from that on the outward voyage, and when the steamer is again moored at its landing during an hour's sail the pleasure seeker has enjoyed one of the grandest natural panoramas imaginable, and has avowed his twenty-five cents well invested. Besides, the hourly trips of the boats give one an opportunity to spend a short time, or an afternoon, or even a day at either of the resorts along the lake shore.

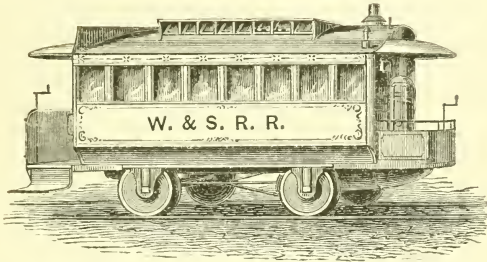
THE PLEASURE OF THE VOYAGE

is well attested by the fact that the boats, during the four seasons they have been running, have annually carried from 25,000 to 30,000 passengers and have never met with the slightest accident, nor had the enjoyment of a voyage marred by a disturbance on board. Incidentally, also, it might be added that the boat crews have, during the four years, saved twenty-two lives of persons who have accidentally got into the lake while boating in small crafts, and thus the line of steamers affords some insurance against death to those who go boating on Quinsigamond. The proprietor of the line offers a liberal discount to societies and parties and many large excursions take a sail as an addi-

tional attraction to a pleasure day at Lake Quinsigamond. Mr. Harthan in addition to successfully inaugurating and maintaining steam boating on the Lake was also the first to especially interest himself in Quinsigamond Park, one of the resorts at the South end of the sheet of water and the one early opened to pleasure seekers. Many of its attractive features were the work of this enterprising gentleman. A remark made above, that the Quinsigamond steamers were built by their present owner and manager, suggests a brief mention of Mr. Harthan's business of

STEAM BOAT BUILDING.

His works are situated in the rear of the large machine shop, Nos. 44, 46 and 48 Central Street, and there he constantly employs from twenty five to thirty men in building vertical engines for boats and manufacturing purposes, and in the general work of a machine shop. He has built and put in use a large number of small pleasure steamers, similar to the "side wheeler" and launch now at Quinsigamond, and among this number may be mentioned the following: "Naomi" at Hydeville, Vt.; "Little Favorite" at Crystal Lake in Gardner; "Mary Gertrude" at Rockville, Conn.; "Echo" at Newburyport; "White Fawn" at Providence, R. I.; and the "Golden Gate" built for parties in Jacksonville, Fla. Mr. Harthan has had more than twenty years experience in inventing, building, locating and operating different kinds of machinery, and as a mechanical engineer and master mechanic he has proved his ability and merit.



THE DUMMY RAILROAD.

IN the preceding pages has several times been mentioned the Dummy Railroad or as it is more properly termed the Worcester & Shrewsbury Railroad. As the popular and easy means of transportation to and from Lake Quinsigamond this road, which has done much to utilize Quinsigamond for the public's pleasure, deserves a passing and complimentary notice. Steps toward the construction of a railroad from the city to Lake Quinsigamond, with the prospect of an extension in the future to the neighboring town of Shrewsbury were taken early in January, 1873. In the March following a company was formed whose capital then was and now is some \$50,000. On May 1st. the contract for building the road was given out and the dummy steamed down to the lake for the first time July 31. This railroad enjoys the distinction of being the first narrow gauge road

constructed in New England, and in fact in the country east of the Blue Ridge. The four years of its successful operation have demonstrated the feasibility and safety of the narrow gauge road, and since the building of the Worcester & Shrewsbury road there have been copied from it a number of narrow gauge railways in the East and three or four lines in New England, notable the line from Boston to Lynn.

The gauge of the road is three feet and its marked features, which contribute no little to the pleasures of a trip over the line, are steep grades and sharp curves. The length of the road as far as now completed is two and seven tenths miles, and its steep grade is just one mile long, from the lake to the Bloomingdale station. The ascent over this grade is 160 feet and it is made on several curves.

The grade between Bloomingdale station and the city is also a steep one made on several curves.

A RIDE WITH THE DUMMY.

For conveyance over this railroad the company has from time to time added to its rolling stock, which now includes two dummy engine cars, the original stock, a locomotive named "E. B. Stoddard," a long covered car and three open cars, the popular and pleasant vehicles during the summer months. As a train on this road drawn by the powerful little locomotive, with its three or four cars fully freighted with a gaily dressed and festive excursion party is seen, as is the case daily during the summer, winding along the circuitous route, now puffing up a steep grade, and now sliding down on the other side of the hill, amidst the pleasant suburban scenery of Worcester, towards Lake Quinsigamond, the sight is lively and attractive. The city terminous of

the dummy road is a neat little depot building at the head of Shrewsbury street, and by the side and just north of the Union Station. Starting here, the trains run down East Worcester Street, and then with a curve strike parallel with the line of the Boston & Albany Railroad, and ascend gradually to Bloomingdale Station, which is on the summit of the well known and picturesque "Deep Cut" of the B. & A. R. R. Over this portion of the road the trip is pleasant, the Shrewsbury highway being kept on the left and in plain view, with meadow land and farms intervening between it and the rails, while the rising farm lands, dotted here and there with buildings, and forests farther north form the background of this picture. On the right hand the view of the passenger on the dummy train at first looks up to the extensive freight yard of the Boston & Albany road, but soon peeps over a considerable precipice at the long trains of this great thoroughfare of the iron horse as they thunder through deep cut passage ways, walled in on either side by the abrupt faces of the natural ledge, down which little streams trickle, and in the crevices of which dwarf vegetation has found a footing. The background of this picture, like that on the other side, is also hills, dotted here and there with dwellings, which rise to the southeast.

Some half a mile from the city on this road is

DRAPER'S STATION,

the first stopping place of outward bound trains. An attractive little depot is erected here, and from it a path across the tracks of the Boston & Albany road winds in a rustic sort of a way up the hillside to the pleasant grounds where are located the extensive nurseries and cement drain pipe

works of James Draper. This station is also convenient for those living on Bloomingdale and Shrewsbury roads in the clusters of dwellings which have in late years sprung up along the track of this enterprising little railway. Bloomingdale station is the half-way point on this road and is located on Plantation street just over the high bridge which arches the tracks of the Boston & Albany road over the deep cut. From this station the road is direct to the new buildings of the State Lunatic Asylum, which are distant only about half a mile, and the station is also convenient to the many residents on Plantation street. From Bloomingdale a trip on the dummy allows passengers a lovely and varied view of suburban residences, clusters of neat little cottages, acres of fine farming land, numbers of small groves and soon shows glimpses through the trees of the waters of Quinsigamond. This portion of the road is by far the pleasantest and passes through Lake View settlement, terminating at the lake station by the entrance to Lincoln Park. The tariff by the road is so low that passengers never think of striking and readily and numerous pay their ten cents for a trip on the dummy.

THE POPULAR ROUTE.

The Dummy Railroad has in a great part supplanted all other means of conveyance to and from the Lake, and its liberal patronage is attested by the statistics of the road which show that annually since its opening, from 110,000 to 150,000 passengers have been carried over the route. The largest single day's business was done on the Fourth of July the present season, when the road carried 5690 passengers, and this fact shows that the resorts at the Lake and

the easy way of reaching them by the dummy road are steadily gaining in popularity. The officers of the Worcester & Shrewsbury road have remained unchanged since the opening of the thoroughfare, and are as follows: *President*, E. B. STODDARD; *Treasurer and Clerk*, JAMES DRAPER; *Superintendent*, RICHARD BARKER. So well is the road managed, and so carefully is it run, that its patrons are fully accommodated, and no serious accident has ever taken place on the route. In addition to being especially a route for pleasure seekers, the dummy road has done much to populate and increase the number of residences in the eastern section of the city, which, from the situation of the land and the unsurpassed view of distant and surrounding country, is one of the most desirable locations for settlement in Worcester and its suburbs. The extension of the road to Shrewsbury is still under consideration, and is quite likely to be accomplished within a few years.

AROUND THE LAKE.

The environs of Lake Quinsigamond present in themselves no little attractions. From the high land on the west of the lake and from the bluffs on the east shore, the eye extends far toward the rising sun and scans a range of pleasant hills, amid the cleared fields and the forest, of which peer out the thrifty farm buildings of some of Worcester's best husbandmen, and arise the church spires of Grafton, Shrewsbury, and beyond, Westboro', Marlboro' and other places. A drive from the city over the causeway, or out Lincoln street over the old Boston turnpike and by the head of Quinsigamond, or down past the magnificent Union

railroad station and out Grafton street near the southern end of the lake, over these pleasant hills, to either of the towns above mentioned, is a pleasant recreation and affords a rare enjoyment of "the country." In the little town of Shrewsbury there is much to interest and please the sight-seer. In this town Rawson's Hill rises to a height which is on a level with the mountainous land of Princeton and Wachusett, and from it the view is charming. On the drive towards Shrewsbury one passes less than a mile beyond the lake, the grounds of the Worcester Sportsmen's Club—a flourishing organization, whose members are adepts at cracking the glass balls, and whose rifle team is as good as any in the State. The drive out Lincoln street takes one past the elegant grounds of the City Farm, and by a little circuit can be made to pass the fine estate of JOHN B. GOUGH, the temperance orator. The drive out Grafton street passes through New England Village, where at length the waters of Quinsigamond, having run as a narrow and winding river for some six miles, tumble gayly over a large dam and are used by the mills of the village. This drive goes on through Grafton, and loses none of its pleasant scenery as it stretches far away to the farming towns of southeastern Worcester.

WEST OF THE LAKE,

the two and a half or three miles which intervene between the waters and the city, has more and more as one leaves the lake, the appearance of a city, but in this section there are features of interest. On the summit of the highest hill in the locality is now finishing the enormous and elegant building of the new State Lunatic Asylum. The structure, or

rather series of structures, rises to view from every point in Worcester and in its surrounding towns, a magnificent pile of architectural beauty, and the towers and gables pleasantly break up the prosiness of the structure. Built of brick and stone, a good mile course could be laid about the buildings, and the visitor can spend a leisure moment in speculating on the cost of the hospital, the same being a theme which puzzled state legislators who got up among the millions and lost their reckoning. But the hospital is a grand attraction for Worcester, and its completion, in parts at least, will probably allow its occupancy this Fall. The hospital and its grounds are already visited by many. But the main attractions of the western environs of Lake Quinsigamond is the section of

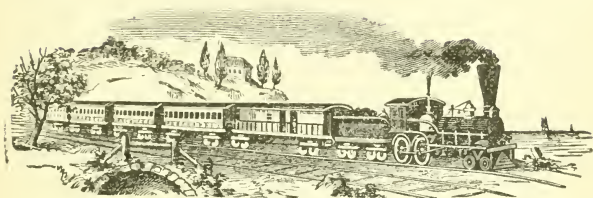


WORCESTER'S BOULEVARD.

For years a favorite project with certain of the City Fathers has been the construction of a broad and level drive just in the suburbs and completely encircling the city.—Ways and means of constructing this “bit of luxury” were many and diversified, but already two big strips of the boulevard have been constructed on the east and west, and now await connections on the north and south. The eastern section runs parallel and in close proximity to Lake Quinsigamond, its southern terminous beginning on the Shrewsbury road just west of the causeway. From this point the broad and level drive, the equal of many a trotting course, runs

along the lake shore for a distance of nearly three miles, and finally makes a junction with Grafton road, below "Davis' Cottage." During much of this distance the boulevard commands a pleasant view of the lake, and though at points diverging further from the water than was at first anticipated, the whole drive is a most delightful one, combining the beauties of forest and lake in its scenery. In the preceding pages the attractions of Lake Quinsigamond have been summarized; all has not been told. Some resorts may have been skipped over, and little mention has been made of the several places at the lower end where fishermen find entertainment, principal among which is the old "Bliss Flagg Place," now kept by Mr. John Blankenhorn. But as a full endorsement of all that has been said, we refer to the many who have enjoyed the resorts of Quinsigamond, and say to others, go and enjoy for yourselves.





TO THE NORTH.

THE towns of Worcester County have been spoken of as peculiarly adapted by the handiwork of nature and the improvements of man for pleasure resorts, and the denizens of cities have to a great extent understood and enjoyed such adaptation. The towns to the north of the city of Worcester, which are nestled among panoramic, mountainous scenery have for years been the pleasure spots for summer boarders and excursionists. At present two lines of railway traverse this section of old Worcester, and with their northern terminal connections afford pleasant and easy communication from Worcester city as a railroad center, to the country towns north and beyond, to the mountains and lakes of Vermont, New Hampshire and Maine. Following the lines of these railways is the easiest way to cover and briefly describe the attractions of our northern towns.

THE BARRE AND GARDNER ROAD

was incepted as early as 1847, and after the lingering doubt which so often hangs over new railroad enterprises, the road was begun in the latter part of 1869, a persistency and energy then as now characterizes the management, which clearly saw the usefulness and advantage of the route, and which was generously backed by the citizens of Worcester, the city as a corporation now holding a large amount of stock in the road. The first contract was for building the road between Worcester and Gardner, and over this line the first regular passenger trains run on the fourth day of September, 1871. The road was extended to Winchendon in 1874, and in the same year the Company leased the Monadnock road, thus forming a continuous line from Worcester to Peterborough, N. H., fifty-three miles in length, and passing through some of the fine old farming districts of New England, and offering some of the grandest inland scenery of the east. This road in its connections forms an important link in the grand chain of railways which net the New England States and form the eastern termini of the great railroad lines which span the continent. At Worcester the trains of the Boston, Barre & Gardner Railroad connect with those of the Boston & Albany from the east and west, those of the Providence & Worcester and Norwich and Worcester from the south and New York, and connection is also made with the Worcester and Nashua. At Gardner connection is made with the Vermont & Massachusetts division of the Fitchburg Railroad, an important link in the grand thoroughfare to the West through the Hoosac Tunnel. Other connections at Winchendon are also made, and the railroad is a most important link in the shortest and most direct route to Saratoga Springs, the Northern Lakes, the White and Franconia Mountains, Montreal, Quebec, the Saguenay River, and other noted points. Thus the road offers great inducements to through travelers, but

it is of the attractions of the road as a county line we would speak now in detail, and to the pleasant towns of Worcester on its route we would take a glance.

ALONG THE ROUTE.

The Boston, Barre & Gardner road, as all other railways centering in Worcester, now has its terminus at the Grand Union Depot at Washington Square. Thence in a general northwesterly direction it extends through the very center of the state, first striking North Worcester, a suburb of the city, where a smart little settlement has sprung up, enjoying the coolness of breezes from the old North Pond and the scenery of some of the best cultivated and richest farming land of the county. Holden, a venerable settlement, marked by all that makes old age honorable and attractive to rising generations, is the second station on the road, eight miles from the city. At this point stages for Rutland, Barre and Coldbrook Springs, points of summer attraction, connect with the railroad. On beyond Holden the line of the Massachusetts Central railroad, that enterprise begun but now halting in the march of progress, is crossed and several small stations, communicating with many farms are touched, and the train stops

AT PRINCETON STATION.

Princeton with its grand old mountain is the best known and most popular of the resorts of Central Massachusetts.

The Indian name of the town was Wachusett, and its present incorporation was made in 1771, when the name Princeton was adopted in honor of Rev. Thomas Prince, the annalist.

The surface is agreeably diversified by winding valleys, between little mountains marshalled by the lofty Wachusett, and by several beautiful ponds. On a large flat rock on the margin of Wachusett Pond, which lies between the town and Winchendon, the Indians were wont to light their council fires and today the rock is much visited as a relic of the times of

the Aborigines. Quinnepoxet Pond is a charming sheet of water on the southern extremity of the town and several small streams flow as affluents to Still River, and thence to the Merrimac, and as tributaries to the Ware river and thence to the Connecticut. But the attraction of Princeton is

WACHUSETT MOUNTAIN.

a lofty and isolated eminence, which rises proudly in the northern part of the town to the height of 2480 feet above the sea level.

Omnibusses take the passenger from the Princeton Station on the B. B. & G. R. R., to the center of the town, stopping at the hotel, and thence to the Mountain House at the base of the mountain, kept by those popular landlords the Messrs. Bullard, who have all things needful to rest and refresh the dusty and weary traveler. The house is large and commodious, and the crowds that fill it every season are the surest evidence that it is well kept.

The ascent from here is by a well beaten track or cart path, where, until the present year, all supplies for the summit have been carried. During the last year, however, a carriage road has been built to the top. The road is forty feet wide, easy grade, and equal in every way to our best country roads. The cost has been about \$18,000, and in order to defray the expense of keeping it in repair, a toll of twenty-five cents for each horse is charged. Arriving at

THE SUMMIT HOUSE,

we find quite a large addition has been made to the house by the enterprising proprietor, Mr. G. H. Derby. Some twenty rooms have been added for the accommodation of either transient or permanent guests. There is also a large pavilion for dancing, with good music at all hours; and a boarding and feeding stable connected with the house. A large portion of the crest has been cleared, a fine and never failing

spring of water discovered, and prices for all refreshments and board are as reasonable as at other public houses.

Ascending the Observatory, almost

THE WHOLE OF MASSACHUSETTS,

with its varied scenery of mountain, woodland, town and village, lake and river is spread out like a map at the foot of the observer. Looking to the north-east the peaks of Monadnock, the great Watatic, and the Kearsarge and Moosillanke mountains rise to view, and in clear weather the snowy head of Mount Washington is discerned. Toward the east the eye stretches over the many towns of eastern and south-eastern Massachusetts and rests on the white wings of the vessels in Boston harbor, some fifty miles distant. On the south-west rise the distant summits of Mount Tom and Mount Holyoke, and right to the west is discerned Mount Tobey and the broken range of the Green Mountains, while in the north-west is just perceptible the head of Greylock, the loftiest elevation in the state. From the mountain the eye thus circles a panorama of unsurpassed variety and beauty, and Wachusett might be aptly called the watch tower of Massachusetts. What there is of mountain air, what of benefit there is in its invigorating breezes, can be found on and at the base of Princeton mountain. Scenery and air with the pleasant drives into the surrounding country being thus supplied, the next question is regarding the

HOTEL ACCOMMODATIONS AT PRINCETON.

Princeton is situated at the base and about two miles from Wachusett. It is a very pretty town of some 1200 inhabitants, and has been much beautified by the erection of summer residences, the grounds about which are elegantly laid out and well cared for. The three hotels of the town are the Wachusett House, the Prospect House, and the Mountain House, the two former being located in the center of the town, and

the latter at the base of the mountain, mentioned in a previous page. The largest of the hotels is the Wachusett House, kept by P. A. Beaman & Son, and well fitted and finely managed for the accommodation of the hundreds of transient and permanent boarders who annually sojourn there. The rooms are spacious and airy, and the halls, parlors and dining rooms are elegantly fitted up for the purposes for which they are designated. The tables are always provided with the best the market affords. Billiards and bath rooms, and an excellent livery stable add to the attractions.

The Prospect House is under the management of Mr. George L. Bliss, whose experience as a caterer in Worcester, requires for him no introduction to the public. As a provider for the hungry multitude, he stands unsurpassed among the army of landlords; and as a courteous gentleman, all who have shared his hospitality, will award him a full meed of praise. His house is provided with all the modern improvements; also a bowling alley and livery stable are connected with it.

In addition to the hotels, Princeton has a large number of boarding-houses, situated in different and desirable localities about the mountain town. The hotels have connected with them large livery stables, and teams for the enjoyment of the fine drives in the vicinity are easily obtained. Provision for out-door games, dance halls and accommodation for charades and social entertainment are made at the hotels, and nothing indeed is lacking at Princeton for the enjoyment of guests who, including excursionists and regular boarders, often number over 15,000 during the summer.

MOOSEHORN LAKE.

But the attractive resorts along the line of the Boston, Barre & Gardner road do not end at Princeton. Going a few miles farther north, Moosehorn Lake is reached, and the sta-

tion here is only for the accommodation of the pic-nic parties and excursions which take "a day off" at Moosehorn. The lake is a large one, pleasantly situated and adjoined by a fine grove fitted for the convenience and pleasure of parties. This lake is in Hubbardston, which is the next regular station on the railroad. The town is a thrifty one, situated in the highlands, and has become the resort of numerous families during the "heated term." It contains a well kept hotel—the Crystal House, and several of the large old farm-mansions make a specialty of summer boarders. The town itself is most prettily laid out and is noted for its fine drives. Rushing along through the mountainous scenery which has lost none of its attractiveness since leaving Worcester, the traveler reaches Gardner, the original terminus of the road and a large town of considerable manufacturing interests. Here is made the connection with the Vermont & Massachusetts road for the Hoosac Tunnel. Just beyond the center is

CRYSTAL LAKE,

a handsome sheet of water, covering 216 acres, and of late years a very popular resort for excursions, the grove bordering the lake being a remarkably pleasant one and supplied with everything to meet the wants of visitors. From Gardner there are several fine views. Among others, one from the railroad towards the south-west, embracing the broad valley on the left and the village of Templeton nestled among the hills. The two lakes above mentioned are owned and controlled by the Railroad Company which affords great inducements to parties, and has frequently as many as 1,500 excursionists in a single day. The company the present season has also made very liberal rates to excursionists to Wachusett, and with the courteous and careful management, and the unusual scenic beauty of the country through which the road passes, the Boston, Barre & Gardner railway seems indeed the excursion route inland from Worcester. But

going still north from Gardner, the road touches the town of Winchendon, one of considerable commercial importance, and then by its Monadnock Branch goes on to Peterborough, N. H., the stopping place for Monadnock Mountain being East Jaffrey. At Winchendon also connection is made with the Cheshire road by which the passenger goes still farther north to Keene, Bellows Falls, and by railroad connections then on to Bethlehem, the Twin Mountain House, North Conway, and the attractive points at the White Mountains. The Boston, Barre and Gardner road is also a link in a line of railway

TO MONTREAL, QUEBEC,

and points in the Dominion. Leaving Worcester by this line the tourist has a choice of two routes. By the route named he may go from Bellows Falls by the Central Vermont to White River Junction, thence by the Passumpsic to Wells River and Newport, Vt., and thence to St. Johns by the Southeastern Railway, and thus on to Montreal. The other route diverges at White River Junction by the Central Vermont line to St. Albans, and thence to St. Johns and Montreal, the route north by this latter line being shorter than any other out of Worcester.

COLDBROOK SPRINGS.

It was mentioned that stages left a station on the Boston, Barre & Gardner road for Coldbrook Springs. Coldbrook is a very pleasant village in the northeast corner of the town of Oakham, three miles from Barre, and has become quite noted for its mineral springs. Two large hotels are kept there, the Coldbrook Springs House by Mr. B. P. Clark, and another by Mr. Jas. Bemis, and summer visitors are many at the hotels and in the cheerful, quiet farm houses of Oakham.

In the hasty sketch which precedes, the reader will note that Worcester County is indeed a land of many attractions.

The resorts enumerated have been those already more or less celebrated, and in the main, those on lines of railroads which make special provision for realizing and enjoying the resorts.

In a country where the surface is as pleasantly broken, and presents such rare scenic beauties, the drives must necessarily be delightful; and in conclusion we would briefly run over such sections of the country as have been skipped in the foregoing pages.

In the city of Worcester itself the drives are remarkably fine, and extending into the country are no small attraction for the resident and visitor at the "Heart of the Commonwealth." The many elegant private turn-outs which roll over the hard, well kept roads, are noted on every day, and for the visitor and those not favored with teams of their own, the large stables of Washburn & Vaughn, on Waldo Street, afford all that may be desirable for a turn about the city, a run into the suburbs, or a journey to some of the pleasant country towns.

Many choose this way in journeying to Wachusett and to Quinsigamond and other resorts, thus being able to view many a pleasant scene, such as "the cascade," a truly mountainous gorge on the Tatnuck road to the west. But we must glance towards

THE SOUTH AND WEST.

Leaving the city in a general south-western direction, out through New Worcester and Cherry Valley, and by the wrecks of the fearful dam disaster of 1876, which are yet plainly visible, we ascend the beautiful and lofty hills of Leicester, peopled by a thrifty class of residents, and the location of extensive card-clothing manufactories. On farther, Spencer, a great boot and shoe manufacturing center, and the seat of other business enterprises, with its fine hotels, is reached; and soon the Brookfields, each town delightful in its situation; and Warren, the western town in the County, is

visited. From Brookfield to the south, along the contemplated line of the new railway, one passes to Southbridge, where are manufacturing villages, a good hotel kept by Mr. Parker, where the sojourner can find rest and refreshment, and pleasant groves and large ponds. Webster, with its jaw-breaking Chaubunagungamung Lake, its large and extensive business, bank, fine hotels and driving park, must not be overlooked; while staid old Dudley, set upon a hill, and the woods and fields of Douglas, are worthy a passing mention. Veering yet to the east, the towns of Upton, Uxbridge, Whitinsville, Millbury and Sutton, with many a pleasant village appearing here and there on the landscape, are remembered; and way in the eastern section of the County must be recalled Milford, Southboro' and Westboro', while with a jump we must light in the second city in the County—Fitchburg—which is rapidly thriving in all things material. Here are fine hotels, elegant residences, and pleasant drives, a good driving park, where some of the best steppers find their way; there are also, banks, several large manufacturing establishments, one daily and two or three weekly newspapers,—in fact, everything to make the place desirable for the summer sojourner. In each of the towns mentioned, which are nearly connected with some station on the Boston & Albany, Providence & Worcester, or Norwich & Worcester railways, there may be found more or less of summer visitors at the farm houses or the hotels.

TO THE EAST,

just over the Worcester line, is Framingham, with its muster and camp-meeting grounds, and indeed, so easy and convenient are communications from Worcester, that trips to Martha's Vineyard, Falmouth, Rocky Point and the resorts in Providence River, Newport and Block Island, are reckoned among the inexpensive and annual pleasures of our denizens.

We have spoken for Worcester County, and yet the imper-

fect picture we have drawn on paper is incomparable with the grand original, we have hastily attempted to transcribe. The sturdy inhabitant of the County is not generally considered an egotist, but with just pride he looks upon his native land and cheerfully invites visitors to enjoy its attractions with him.

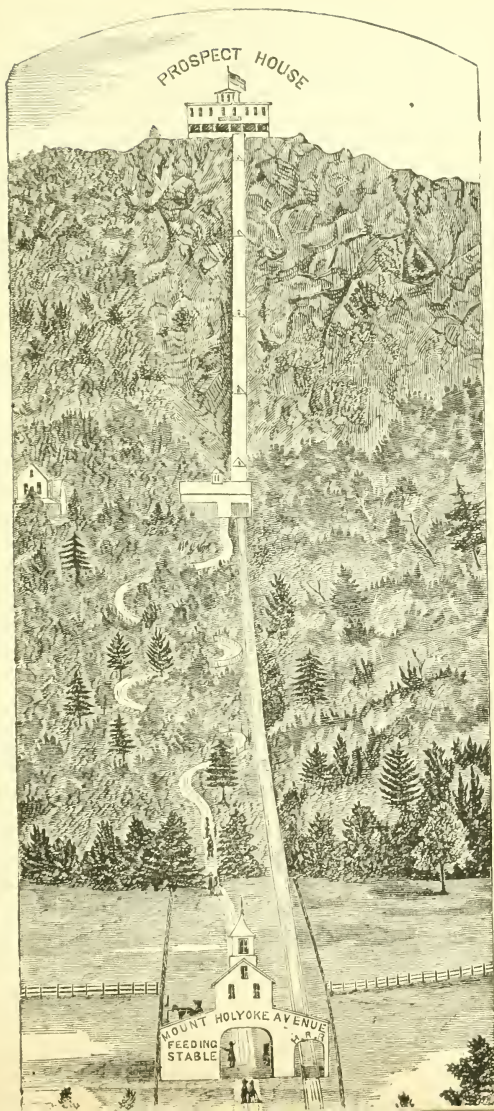
OVER THE LINE.

SKIPPING for a moment just over the line of Worcester County, several quite noted attractions and prominent resorts are reached, principal among which is

MOUNT HOLYOKE,

in Hampshire County, rising over the towns of Granby, South Hadley and Amherst, and forming the high eminence on the east bank of the Connecticut as Mount Tom does on the west bank. This grand old mountain (Holyoke) offers many pleasures to the visitor, and from its summit the most commanding and charming view in New England is obtained. The Connecticut river may be traced from its source, away up among the hills of Vermont, twisting and turning its slow length along like a huge Anaconda, or the more wonderful Sea Serpent, gliding gently by the base of the mountain, down through Springfield, Hartford, and even till it finds room for its great proportions in Long Island Sound. The famous Hadley and Northampton meadows are stretched out in front like a vast piece of patchwork, covering some 3,000 acres. But to enjoy all the sights and scenes visible from the mountain to their fullest extent, one must put himself under charge of Mr. John W. French, who keeps the fine hotel (the Prospect House) on the top, and submit for a season the hospitalities afforded at this unsurpassed house.

MOUNT HOLYOKE.



PERPENDICULAR ELEVATION 1000 FEET.

A recent visitor to the mountain, enraptured with the charms, has placed his views upon record as follows:—

“No summer traveler, seeking recreation and pleasure, should ever pass this noted mountain without ascending its summit, equaling in its kind, in magnificence and grandeur, and perhaps excelling any other mountain summit in our broad country. Many other mountains have a higher altitude and offer wilder and more unmingled natural scenery—but no other blends in its wide prospect so much that is rich in soil and cultivation, presenting so much agricultural wealth of beauty, mingled with so much that is wildly majestic, grand and inspiring. Earth nowhere else bares a more beautiful bosom to the rapt gaze of man. Nowhere else are the dwellings of man and his labors, so beautifully and harmoniously blended with the works of the Creator. Nowhere else flows there a river, so sweetly calm and tranquil, meandering through so rich a landscape, between banks so surpassingly luxuriant, as that river which leaves the base, and gleams like a mirror, interminable in length, from the summit of Holyoke, reflecting on its bosom the gently waving boughs of a thousand green forests and countless hill tops and mountain peaks; all looking down from their summits, like living spectators, as if silently admiring the grandeur of the scene, and each lending their own glories to add to the magnificent picture. That New England poet who strung his lyre to the beauties of this river, must have been seated on the summit of Mt. Holyoke when he wrote that highly poetical, yet literally truthful line:—

‘Nor drinks the sea a lovelier wave than thine.’”

Mr. French has kept this house for some twenty-five years past, and has enlarged it from time to time from an old board shanty, to its present elegant proportions, capable of accommodating visitors as it has done, to the number of 500 in a single day. Pic-nic parties from all the country about, pay their annual visits to the mountain as regularly as the season of vacation comes around; and as regularly the same questions are asked about the different localities to be seen, and as promptly answered by “mine host,” who is always found at the head of the staircase to greet the weary and calm the

frightened and nervous ones, who become almost dizzy at reaching such a height; and what information he cannot give about the surrounding country, need not be sought for in books; and what of the good things he cannot furnish in the way of refreshments and accommodations, will be looked for in vain in any first-class mountain hotel in the country.

Among the many charming sights, none is so wonderful and beautiful withal, as a valley fog from the summit of the mountain. All the world beneath is covered by the fog, while the lofty spires of the churches here and there press through the mist, resembling the masts of ships in the ocean. The fog completely hides the lower hills and the neighboring towns, no one of which can be seen till old Sol burns off the curtain and lets in the light of the world. This view from Holyoke is grand and beautiful beyond description, and the thousands of visitors who enjoy it annually and sojourn at this house among the clouds, are loud in sounding the praise of old Holyoke.

THE ASCENT

is from the river road by a well graded and well kept carriage road to the stables, 350 feet from the top. From here is a covered railway and staircase leading directly to the prospect room. Visitors can walk or ride as suits their fancy or their pocket.

Parties from Worcester desiring to visit the mountain, can take the early train for Springfield, thence by Conn. R. R. R. to Holyoke, arrive on the mountain by ten o'clock, spend several hours and return same night, or stop over and see the fog in the morning.

Parties leaving the cars in Holyoke, can find carriages for large or small parties, by calling for Carter & Belden's drivers at the depot, or at the Holyoke House, or stable, one minute's walk from the station. Also, White's stage leaves Holyoke on arrival of the 8.20 A. M., 12.05, 3.40 and 7.05 P. M. trains,

for South Hadley and the mountain. The steamboat connection is discontinued.

This is a very desirable route to the mountain, as there are more trains to and from Holyoke than any other station, making better connections east, south and west, for Boston, Worcester, Springfield, Hartford, New Haven, New York, Albany, Pittsfield and Westfield. As you leave Holyoke, you pass the great dam of the Water Power Co., and Mt. Holyoke Seminary, in South Hadley. It is a beautiful drive.

Mt. Holyoke was named after Capt. Elizur Holyoke, in 1654. Mount Holyoke Female Seminary was named after Mount Holyoke, in 1837, and is three miles south-east, in South Hadley. The city of Holyoke was named after the mountain, in 1850, and is eight miles south.

It is 117 miles from Boston; 73 miles from Worcester, via Springfield; 153 miles from New York; 79 miles from New Haven; 43 miles from Hartford; 118 miles from Albany.

BARNARD, SUMNER & CO.,

Dry Goods and Carpets,

327 & 329 Main St.,

WORCESTER, - - MASS.

By far the most extensive, best known and most popular Dry Goods Store in Worcester or vicinity. Every article large or small in the fullest value, at the lowest known cash values. Our Prices for

CARPETS, BLACK SILKS,

and other leading goods always command the best trade, and do not fail to give perfect satisfaction. Purchasers from out of town can send orders to us with utmost confidence of entire satisfaction, or samples sent, with prices, when desired. Departments for

LADIES' UNDERWEAR AND MADE UP SUITS

—AND—

Gentlemen's Furnishing Goods,

Complete in the most popular articles and prices always the lowest. Orders for Dress Making, Millinery and Cloak Making promptly executed in the most artistic manner, and the novelties always on exhibition. Purchases made at our store will be delivered to all of the railroad stations in season for any train, on the shortest notice, and every accommodation extended to out of town customers in conveniences for waiting, care of parcels, etc., which all are invited to make use of.

BARNARD, SUMNER & CO.

SUMMIT HOUSE,

G. H. DERBY, Proprietor.

THIS HOUSE IS SITUATED
ON THE TOP OF WACHUSETT MOUNTAIN,

and has been enlarged the present season, by the addition of
twenty rooms, affording accommodation for either

PERMANENT OR TRANSIENT BOARD AT REASONABLE PRICES.

A large Pavilion for dancing and a Stable have also been erected, making this one of the most delightful places to spend an hour, a day, or a week. The view from the Observatory must be seen to be appreciated, embracing as it does every variety of scenery that can be conceived of. Mountain and valley, lake and river, cities, towns and villages, are spread out to view in any direction which the eye may turn. A more full description may be found in the descriptive part of this book. Pleasure seekers in Worcester County, as well as from distant parts of the country, are invited to visit this Mountain, and may be assured of as much enjoyment, as fine and extensive views, as hospitable treatment, and much more comfort, at less expense, than can be offered at most places of pleasure resort, whether at the sea-side or mountains.

It will be the aim of the proprietor to conduct his house in such a manner that all who visit him shall be thoroughly satisfied. During the past year a fine carriage road has been built, so that the visitor can drive to the summit and have his team well cared for. Good accommodations will be afforded pic-nic parties at reasonable rates.

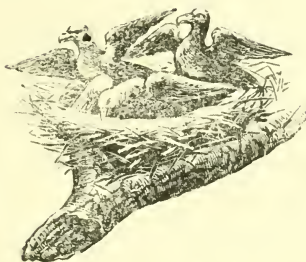
A BRANCH OF THIS HOUSE

is kept at the Oyster and Dining Rooms, opposite the Depot

IN FITCHBURG, MASS.,

where meals are served at all hours, in the best manner.

HOTEL EYRIE,



Pleasure Resort,

LAKE QUINSIGAMOND, - - SHREWSBURY SHORE.

2 1-2 MILES FROM WORCESTER.

Approaches by fine roads, and by Dummy R. R. and Steamers.

T. C. RICE.

THE EYRIE HOTEL, with its magnificent bluff jutting far out into the lake, its grand plateau, lovely gardens and deep shadowy dells, its many groves approached or encircled by curving driveways, tortuous and intricate foot-paths, its pavilions among the tree tops, and above all, the bewitching loveliness of its views, compassing hill, dale, lake and forest for many miles, and over all in isolated dreamy grandeur, that half antique, half modern mountain of masonry—the new Asylum—has perhaps no rival upon the continent for picturesque beauty.

Until now the Eyrie lands had been enveloped in the impenetrable tangle of thicket and the shadows of old woods; but so complete had been the design of nature in its formation, that the owner had merely to follow nature's promptings and indications, to develop the place into a surprise for every eye, and make it the theme of universal flattering comment.

It is the policy of the owner of the Eyrie, to keep the place entirely free from the taint of rudeness, intemperance and vulgarity.


ROLLSTONE HOUSE,

FITCHBURG, MASS.

WILLIAM F. DAY, - - Proprietor.

Formerly of the American House.

Billiard Hall, Bowling Alley and Livery Stable connected with the House.

 Free carriage to and from the depot.

CITY HOTEL,

WEBSTER, MASS.,

BENJ. G. WALLIS, Proprietor.

A first-class House, with the best of accommodations and in close proximity to railroad station.

Parties accommodated at short notice.

Prices always moderate.

Good Livery Stable in connection with the House.

ROCKY POINT HOTEL,

Narragansett Bay, R. I.

This well known and popular Summer Resort opens June 26, and will be kept on the American instead of the European plan as formerly.

TERMS MODERATE.

Address.

L. H. HUMPHREYS, Proprietor,


City Hotel, Providence, R. I.

PROSPECT HOUSE,

PRINCETON CENTRE, MASS.,

GEORGE L. BLISS, Proprietor.

(Formerly of Taft, Bliss & Putnam, Worcester)

 *SUMMER BOARDING AT REASONABLE RATES.*

Its situation near Mount Wachusett, makes it a desirable Summer residence. The proprietor is determined that the well-known reputation of the House shall be fully sustained, and invites parties and transient guests to patronize him, assuring them of the best care and attention.

Excellent Livery Stable and Bowling Alley connected with the House. Coaches connect with four trains daily on the Boston, Barre and Gardner Railroad, to and from Worcester and Winchendon.

CRYSTAL HOUSE,

HUBBARDSTON, - MASS.

This large and commodious House, situated in one of the most beautiful villages in New England, surrounded by scenery unsurpassed for beauty and grandeur; has been fitted up with an eye for neatness and comfort. We are prepared to accommodate Summer Boarders as well as the traveling public, on the most reasonable terms. No pains will be spared to make their sojourn with us a pleasant one.

WACHUSETT MOUNTAIN IS ONLY SIX MILES DISTANT.


Splendid drives; good fishing and gunning; billiards, dancing and other amusements. For terms address,

J. FELLOWS, Proprietor.

ST. CHARLES HOTEL,

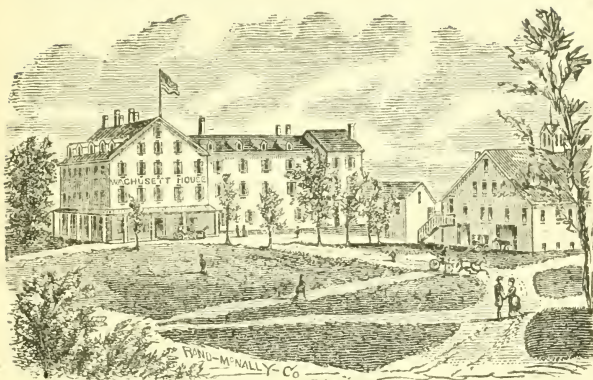
MILLBURY, MASS.

The above elegant and new hotel has been made larger, and is now in complete readiness to receive pleasure or other parties, either public or private, on very reasonable terms. Our larder is furnished with everything the market affords. Gentlemanly attaches to render everything first-class. Drummers entertained at low prices. Free carriage to and from the depot.

 *Travelers be sure to call for the St. Charles Hotel carriage at the depot.*

CHARLES T. PRATT, Proprietor.

WACHUSETT HOUSE,



PRINCETON CENTRE,

The Largest Hotel of the Place.

P. A. BEAMAN & SON, - - - Proprietors.

ALDRICH HOUSE,

PROVIDENCE, - R. I.

The above House is now open for the reception of guests. It has been thoroughly refurnished and repainted, and the proprietors will spare no pains to make the House first-class in every respect. Two minutes' walk from the depot. Excellent sample rooms for commercial travelers.

F. W. HUNT & SON, Proprietors.

F. W. HUNT.

H. F. HUNT

QUINSIGAMOND PARK.

Having leased this Park, on the eastern shore of the beautiful Lake Quinsigamond for the season of 1877, I am prepared to accommodate

Parties, Pic-Nics and Social Gatherings
FREE OF CHARGE.

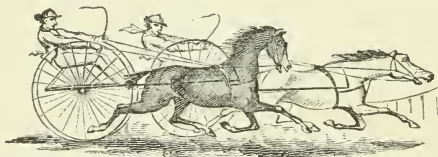
☞ There is a Good Platform for Dancing.

DAN. MOULTON, CATERER FOR SHORE DINNERS

This Park is reached by the Dummy Railroad and Steamer "Addie," which make hourly trips through the summer season.

PAUL HENRY, Prop'r.

FULL MOON TROTTING PARK.



This Trotting Course, situated at Quinsigamond Park has been put into first-class condition, and is now open for races. Stables have been erected and

*Horses will receive the Best of Care
 and Training*

under an experienced horseman, at reasonable rates.

PAUL HENRY, Proprietor.

MOUNTAIN HOUSE,

(MT. WACHUSETT,)

PRINCETON, - MASS.

Situated on the eastern side of Wachusett Mountain,

1300 FEET ABOVE THE LEVEL OF THE SEA,

At the terminus of the Stage and Omnibus line to the Boston
Barre & Gardner R. R. at Princeton station.

With abundant shade trees, extensive views, unsurpassed for
beauty, cool and bracing mountain air, and a
magnificent growth and

Variety of Ferns and other Flora,

It offers unusual attraction to the

TOURIST AND PLEASURE SEEKER.

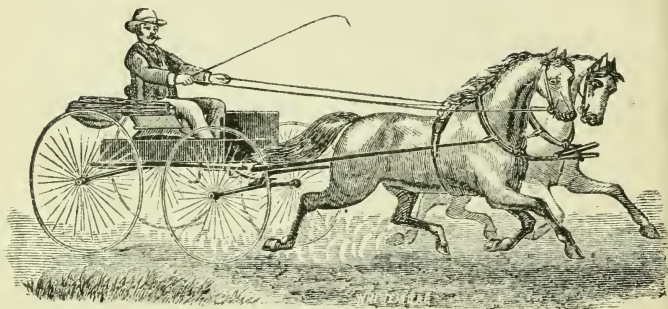
New Stables, Improved Grounds and Reduced Prices.

Open for Boarders and Transient Guests,
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Special attention paid to Boarding.

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Of their own manufacture; together with a large assortment of Common Clothing at Lowest Prices.

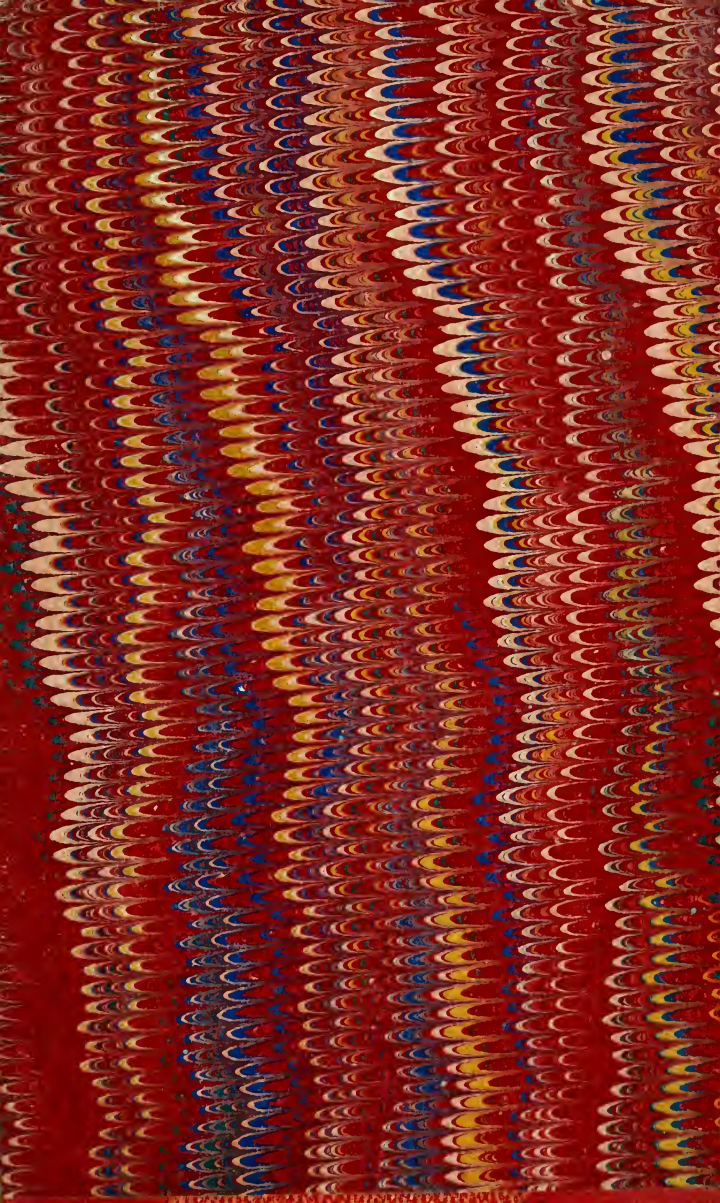
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Custom Work for Men and Boys, Superior in both Style and Workmanship.

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